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W. R. HEARST.

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.

AN AMERICAN INTERNAL POLICY.

FIRST—PUBLIC OWNERSHIP OF PUBLIC FRANCHISES.

The Values Created by the Community Should Belong to the Community.

SECOND—DESTRUCTION OF CRIMINAL TRUSTS.

No Monopolization of the National Resources by Lawless Private Combinations More Powerful Than the People's Government.

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SEVENTH—NO PROTECTION FOR OPPRESSIVE TRUSTS.

Organizations Powerful Enough to Oppress the People Are No Longer "Infant Industries."

crowded except at the start, where crowding was inevitable.

It is Mr. Morgan's plan to have the pleasure craft kept at least a mile away from the racers by means of revenue cutters.

Although the race course is laid on the high seas, where both waves and mankind are supposed to be free, it is to be hoped that the hundred thousand spectators who witness the race will regard the revenue cutters as stakeboats beyond which courtesy will forbid them to go.

Sir Thomas Lipton is a sportsman and a philosopher. If there is any unintentional interference we shall be saved at least from a repetition of Dunraven's rancor.

MAZET'S POLITICAL POTTAGE.

The Mazet Committee, carefully selecting a few grasshopper trails, has gone off in full cry straight away from the Ramapo thieves.

In the Democratic mare's nest which Mazet is stirring up in his investigation of the water scandal nothing is more plain than Republican footprints.

Yet not one of the Republican witnesses summoned by Mazet will be forced to testify to anything more than the actual existence of the Ramapo Water Company if Mr. Moss continues in his present line of inquiry.

They will give facts about dams and water-sheds and visionary conduits, but what does all this shilly-shally fencing with lath swords amount to? Simply nothing. It does not reveal the source of power which made the theft of \$200,000,000 a possibility. It utterly ignores the longest and horniest finger in the Ramapo pie.

Why does the Mazet Committee turn its official back on the Albany end of the Ramapo scandal? When the charter was presented to the Legislature for consideration, Mr. Thomas C. Platt held that body between his thumb and finger as a man holds a pinch of snuff. No bill was passed without his knowledge.

Mr. Platt and Mr. Lexow coddled this charter and consulted together upon it almost six weeks before allowing it to pass.

When it came up the Tammany men in Mr. Platt's Legislature demanded that the charter be read line by line before voting upon it. At Mr. Platt's bidding this demand was overruled, and the charter, including the Ramapo section, 471, was passed over Mayor Strong's veto.

If Mr. Mazet really wants to tangle up the Republicans connected with this scandal, let him summon Mr. Thomas C. Platt to the witness chair and ask him how it happened that both he and Mr. Lexow allowed the Little Ramapo Joker in the charter to pass.

From this point the committee can pursue the Ramapo matter intelligently through its subsequent development, instead of chasing claws backward, as they are doing at present.

WORK FOR EDITORS.

Every editor in the United States who is really interested in the country's prosperity should urge upon the Administration

the building of the Nicaragua Canal. The Republican editors especially should make an appeal to the President. From a party standpoint alone they are deeply interested. The combined influence of the newspapers can compel the Government to build the canal. They can voice the intense public feeling that exists in regard to this project.

President McKinley wants to please the railroads, which are back of the opposition to the canal, but more than anything else he wants to be elected again, and if he stands in the way of this enterprise, so vital to our future growth and welfare, his defeat is certain.

That fact must be impressed upon him. It may influence him when an appeal to his patriotism would fail.

TWO-CENT FARES on branch electric lines in Chicago are an entering wedge whose significance cannot be overlooked. It will be two-cent fares on main lines next, and then everywhere, with transfers. If the corporations don't give them, the municipalities will.

SENATOR MURPHY'S SON has just come home, after bravely fighting Aguinaldo's anti-expansionists in the Philippines. Instead of using his political influence to get an easy job for the son of somebody else, Senator Murphy sent his own son to risk his life in battle. That is the kind of politics the country likes to see.

Jew and Gentile Brought Closer.

Editor of the New York Journal: Permit me the use of your columns in giving expression to sentiments experienced at present by Jew and Gentile alike. The Dreyfus affair, which has roused the American spirit to indignant protests against a verdict foreign to all sense of justice and honesty, has also brought Jew and Gentile to a better understanding.

The whole American people, irrespective of creed or color, give vent to their disapproval of France's course, and a united press thunders forth its protests. That Dreyfus will be given another trial is most likely, and that he will be acquitted is to be hoped. But whatever the outcome, the Jewish martyr's ultimate fate, the American Christian realizes at last that of a high order, and the Israelite now recognizes his Gentile brother as an ally and not an enemy to be mistrusted, and so with a nation's united prayers for Dreyfus the anti-Semitic candle has gone out forever in America and England, and let us hope is in its last flicker in France.

A. O. SMITH.

Other Companies in the Ramapo Trail.

Editor of the New York Journal: As you are at the Ramapo water scandal, why don't you show up the various small companies that are included in the trail? I am told the two companies down here are in it at \$1,000,000 each. Each is actually worth \$100,000. Who gets the difference? Where does the taxpayer come in, and our water rates, which are frightfully high?

W. SMITH.

Baffling the Robbery.

[Philadelphia Taggart's Times.] Apropos of the attempted Ramapo water scandal, the New York Journal had this significant caption to an editorial: "To Bosses, Republican and Democratic: Stealing leads to Sing Sing, and all sizes of striped suits are made there." The Journal, by the way, deserves great credit for the able manner in which it has thus far succeeded in baffling the gigantic Ramapo robbery.

BUILD THE CANAL NOW, SAY EXPERTS, STATESMEN, BANKERS.

Naval Authorities and Merchants Also Join in the Journal's Facts and Demand for Speedy Action.

THE Journal's publication of the Canal Committee's report and its other statements of facts showing why the Atlantic and Pacific oceans should be connected without delay by the Nicaragua route built and controlled by the United States, continue to draw responses of hearty approval from public men in all parts of the country.

Several more of these expressions are given herewith. They represent both the patriotic and the commercial spirit of the country as a whole, besides showing conclusively the great benefit that would accrue through the canal to the Pacific coast in stimulating the development of natural resources that now lie dormant for lack of it.

One opinion even charges the overland transportation companies with shortsightedness in causing delay of the project, claiming that the railroads would share in the general increase of the country's productiveness that would result from its realization.

Eminent engineering authorities and statesmen who have given years of study to the problem, and high officials of the navy unite in corroborating the Journal's contention that the Nicaragua Canal should be built at once.

Time Canal Company.—The advantages of the Nicaragua route recommended by the Walker Commission, as fully reported in the Journal, are fourfold:

First, it crosses the Isthmus at the lowest depression of the land.

Second, as the summit level—110 feet above the ocean—is a very fresh water lake, which would guarantee a supply of water for the canal.

Third, the land included in this route lies in the district of the greatest rainfall—guaranteeing if necessary a still greater supply for the canal.

Fourth, it is in the line of the trade winds that give the country a healthy climate.

No other route contemplating a lock canal can give such an absolute guarantee of sufficient water supply.

MORDECAI T. ENDICOTT, Rear Admiral United States Navy.—The publication by the Journal of the report of the Canal Commission has certainly revived interest in the subject. I have been wondering how the Journal got hold of this particularly valuable and interesting matter. I thoroughly agree with the Journal that the Nicaragua Canal should be built, and as soon as possible.

I was a member of the Board of the engineers which examined the route and reported favorably in 1885. There is no division of opinion, I believe, on the question that the United States must have a canal. If England or Germany wanted such a canal they would go and take it.

Annex the Whole of Nicaragua.

I would be in favor of taking a strip of land along the route and holding it, and, if objection were made, I would not hesitate at annexing the whole of Nicaragua. This Government, in other words, should not only control but should own the Nicaragua Canal.

JOHN C. BRECKENRIDGE, Inspector-General United States Army.—I have been over the Panama route and the Nicaragua route. That was several years ago. The necessity for the canal was great at that time. It is immeasurably greater now, with our new obligations, and I am glad to see the activity of the Journal toward having the Nicaragua Canal constructed.

PHILIP HICHOCK, Rear Admiral United States Navy.—I can only say that I agree with the best thought of the country that an inter-oceanic canal is a necessity.

I might further express my attitude on the subject by saying that if I were in Congress I would vote for the immediate realization of the great scheme.

REAR ADMIRAL ALBERT S. KENNY, Paymaster-General United States Navy.—The country, I believe, is united, commercially and politically, on the need of an inter-oceanic canal. The only differences of opinion, as I understand it, relate to a choice of route.

I read with great interest the report of the Walker Commission in the Journal. It is an extremely interesting document, and particularly about this time, when the subject is attracting such general interest.

JOHN L. MAURIN, United States Senator.—I am in favor of the Nicaragua Canal. I am in favor of this country controlling and exercising sovereignty over every foot of it from ocean to ocean. I have read the Walker report as published by the Journal, and found it valuable and interesting reading.

ADDISON G. POSTER, United States Senator.—I do not think any man representing the Pacific coast would properly represent it were he not in favor of the construction of the Nicaragua Canal.

I am glad the Journal has given so much space to it and has displayed the enterprise essential in securing the report of the Commission. The people of the West favor the canal and are bound to coincide with a newspaper that has taken the position assumed by the Journal.

LYMAN E. COOLEY, Civil Engineer.—Every conclusion that the commission has reached is justified, in my opinion, and its findings in the main coincide with my conclusions after a careful study of the route and all conditions, made several years ago.

There can be no difference of opinion as to the relative feasibility of a Nicaragua and a Panama canal. The general proposition is that the route which is shortest and healthiest will be the cheapest. That Nicaragua's climatic conditions are more wholesome than Panama's needs no exemplification.

Lawrence E. McGann, Chicago Commissioner of Public Works.—The Nicaragua canal, as a great public work, contains strategic and commercial possibilities that we today perhaps cannot fully appreciate. I believe its construction entirely feasible on the lines laid down by the Walker commission. It should be built by the United States Government, and that without delay, and when finished should be owned and controlled absolutely by the Government. I heartily commend the Journal's policy in advocating this great stroke of national enterprise.

Isaac F. Heltman, President Nevada National Bank.—I am most heartily in favor of the immediate construction of the Nicaragua canal. There can be no doubt as to the benefit the Pacific coast would derive. It would be incalculable. Nor would this benefit be confined to the Pacific coast alone, but would be felt perceptibly in the interior. And where there is to be so much gained, any unnecessary delay would be inexcusable. And I do not think we should stop by a mere exaggeration of our desires to see it constructed immediately, but should all work together to bring its immediate construction.

DINKELSPIEL TALKS WITH M. GUERIN. BEARDS HIM IN HIS FORTRESS.

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CH. Himmler! Vot a pleasurefulness id is to haf a leedle kit-boat to sail around mit meed up mit beebles nose to nose ven you wish to speak a few words mit your conversationists, and id? Vell, anyway, mit my leedle kit-boat I vent off parree vare der klukklidances and der Dreyfus wertdits come from. Der reason vy dit I vent vas to see my ol college chump M. Guerin, vich he is der leedle chentle mans vor is locked up in a house fighting der Reppulic of Prince mit vant hunt and his abbetite mit der udder.

I vent up to der front doortie of der house vare M. Guerin he is on der inside vinsting a sigs tollar hunkiness on vall-paper samviches, and I made ringings mit der bel.

A vee leedle voice on der inside id set, "Run avay, holleemans, run avay! Ve may be reduced to skeletons, bud, dank Gott! der locks and bolts on der doors doand haf to eat any vickies to keeb dem strong, and ve are safe!"

"Vaspe," I set, "I am out vun of der boppo holleemans; I vas your ol college chump, Dinky, from der Union Stades. Ef you please, make open der door, yet!"

Und den der door vas made open just avoyd a feets and I slipped by der inside behind. Vor a speetiggle vas introduced by my eyesight: Dure vas my lieber ol M. Guerin mit a check knife in vun vant and a boot leg in der udder, vitting avay ad id.

"Wie gehts, M.," I set, "vot vas you ditting mit der check knife and der boot leg?"

"Id is on der menu cart for dis evening," set M. stabbings to embrace me vare I make der most stouidness. "Efery Tuesday and Thirstay ve haf boot leg soup, mit a trickumsee of picture frames and some sort bric-a-brac mit hart sauce. Bud dose rich foods dey geys so tiresomness. Haf you such a ding as a cubble of pounds of sissages in der insideness of your pogetts, Dinky?"

Ven M. Guerin set der vordis sissages dare vas a loud noise made soundings from annuder room. "Dunnetteret," I set, "ve are discovered! der holleemans cobbles dey vas breaking in py der pandry vindow, and id?"

"Nein," set M. mit a set, sweet smillings running around his face, "Id vas only my friends in der dining room. Dey overheard me sheeking about der sissages and dey fainted. I haf to be fery carefulness ven I make mention of dings to eat. I belief I vas to speak der vordis roast beef mit tommytose ketchum dey vould just drop der set der same shot vare dey vare duff before der expiration. Yestertay we recievd der greatest disapointment. Yestertay we haf med up mit so far yet. A friend of ours ub on der roof offer dare he threw some of weal cudlets as us, und he pud der wrong cut on der package and id hit a holleemans in der face. Yust dink id, Dinky! A fat holleemans vor is nod full mit hunkiness gedding sviped in der face mit a weal cudlets, ven our faces vould just be figtized to death to get der same blow. Und all ve haf for subber yestertay vas der smell of der weal cudlets as der vissled py in der atmosphere."

"Vot a greeuly, M., vot a greeuly!" I set. "Bud dell me, ef you please, vy dit you leef home and mother and Fanchette and mince pie and Honore and pommies de terre pudding and leedle sweet Marie to lock yourselfs ub in dis place? Vot is der use to pud your thumb up py your nose and

viggle your tinkers ad der holleemans ven you haf enough compressed abbetite in your stumck to run a naughtymobile vagon? Vot is der answer to craziness vich you vas making?"

"Ve vas here," set M., "because ve wish to teach der Reppulic of Prince a lesson, dot is vy id is."

"Und vot is der lesson?" I set. "Id id how to start to death mit money in der bank, or dit you wish to show der Reppulic of Prince dot a man can lif on plaster of paris ven he geys hardened to id?"

"Nein," set M., "Id id der most gloriousness lesson vich ve are teaching der Reppulic of Prince. Ve are here eating rag-carpet stew because der Reppulic of Prince doand care a tam vot ve eat, ef der Reppulic of Prince is an indifference about us ve haf determined to be an indifference about ourselves. Id der Reppulic doand care a tam about us, ve doand care a tam about our vickies ve selecton ve vill be an ostreich and eat the cane just to teach dem a lesson. Dare id is, Dinky."

"Dit you know vot der holleemans in der Greatness of New York or Chesey City or Chinchinnatti vould vant you ef you vas to make dis foolishness in der Reppulic of der Union Stades?" I set.

"Vould id be a abble pie?" set M. "Nein," I set; "id vould be a long, hart, svifig kig in der trousers, and your abbetite id vould be refreshed mit bean soup and about thirty days in der chail house offer."

Und den me und M. ve made some farevell embraedings and he took der chains off der front door and led me out. Und just ven I vas venting down der front doortie he visspered offer me, "Ach, Himmler! I only haf der vishbone out of a cheese samvich I belief id vould bring me good luck."

Und den ve separated.

DIEDERICH DINKELSPIEL, per George V. Hobart.

HENRI DE KERGOLEY WISHES TO SEE DEWEY.

nor a fort. But the Arch of Dewey is marvellously white.

"I think that it would be pleasant to live here."

New Street Signs Not Popular in Jersey. Editor of the New York Journal:

You are all right. Everybody likes your bold stand against corporations trying to rob the city. You are right on the Philippines, and all that sort of thing. But please let up on the Philippines long enough to try to pump a little sense into the head of the man who has charge of the New York street signs. I use the word "try" advisedly. I will not exhaust my vocabulary in expressing my opinion of him, because there are some bigger jackasses than he is. I mention just a few: The Ohio Congressman who shouts for Aguinaldo and the men who hired this superintendent of street signs.

HENRY JENKINS.

The Right Stand to Take. [Syracuse Herald.]

"We believe that the Philippines should have just as much liberty as Americans," says the New York Journal. That is the right stand to take. Nobody but the Copperheads believes the American people have any other purpose in mind with regard to the Philippines.

When He Talks. "She says her husband talks when he's asleep." "I think that must be a mistake. He talks when she's asleep."—Chicago Post.

THE REAL DANGERS OF THE TRUSTS.

The conference which assembled yesterday in Chicago can do our people a vast service by warning them against the real dangers with which the Trusts threaten us in the future.

What are they? It is generally thought that all we need be concerned about is how the Trusts at present will affect prices and wages. But there are other, more sinister dangers.

The tendency undoubtedly is that some time in the near future every considerable industry will come under one head, whose sway will extend from the Atlantic to the Pacific. What power, especially for mischief, will such a chief not have? Such a Trust, indeed, will be capable of seriously affecting the public welfare, of lowering wages, and increasing prices, if it has a mind to. Can a democracy like ours stand such a state of things? Can it tolerate in its midst a handful of such all-powerful autocrats, whose aim is simply private greed?

Again: In every Trust the owners virtually abdicate their powers in favor of a manager. Formerly capitalists performed a highly important function, that of directing production and business, and capital had a social character and was subject to social obligations, which sometimes were very well discharged. But in the future Trusts and capital-holders will become industrially, economically useless—first superfluous, then harmful; they will become rudimentary organs in the social organism, and capital-holding will become a personal privilege, subject to no social obligation whatever.

Can a democracy like ours stand this? Will it stand it?

THE PROVERBIAL GOVERNOR.

A very Martin Tupper of Governors is Theodore Roosevelt. He is scattering pearls of proverbial wisdom through the county fairs like a farmer sowing oats.

He prances along on his angular Pegasus in this fashion:

"If a man is worth his salt in this world he must work."

"The good things of this world are only secured through hard work."

"None is so unhappy as those who exist solely to have a good time."

"Idleness in this world is a great curse."

All this, in the gubernatorial affluence of only one speech, paralyzed the farmers of Orange County.

The Governor might have continued to thrill his hearers with something like this:

"Good canals are always in the bush."

"Investigation is the thief of time."

"It's a wise Governor that knows his own master."

"Tom Platt waits for no man."

TAX LEVER FOR REPUBLICAN FUNDS.

Indications are not lacking that the Republicans will dig out a million dollars or so in the way of campaign funds by means of the Ford Franchise Tax law, as amended by Governor Roosevelt at the direction of Mr. T. C. Platt.

The law was amended directly into Platt's hands, and to his entire satisfaction. With this law as a fulcrum the Republican oligarchy can make every corporation in the State on the plea of campaign funds.

In the Republican party it would be regarded as a breach of discipline if Governor Theodore Roosevelt did not pause occasionally in his wild gallops over the State long enough to play into his master's hands.

This he has done through the appointment of Lester B. Stearns as State Tax Commissioner in place of Martin Heermance.

Mr. Heermance is an expert on taxation, but under the Franchise Tax law as Mr. Platt sees it he will not do.

The Ford law as it stands can be used to tax corporations lightly or heavily, as Mr. Platt sees fit.

This will be part of the duty of Mr. Stearns. He will turn Mr. Heermance's tax-on figures to the wall, and the Republican ass will do the rest.

SENATE WILL REPUDIATE QUAY.

Matthew Stanley Quay, of Pennsylvania, has been advised by his Eldo, Senator Penrose, that the Senate will not seat the Pennsylvania boss on Governor Stone's certificate.

And why should the Senate—presumably an honest body of men—seat a person of the character of Matthew Stanley Quay on a certificate for which there is absolutely no warrant either in the State Constitution of Pennsylvania or in the laws of the United States?

Governor Stone, even though a recognized defender of trusts and bossism, had no more right to foist Quay upon the Republicans of Pennsylvania than he would have to sell a gold brick or work the green goods game on a citizen of Pike County.

The Legislature should have been reconvened at once to fill the Senatorial vacancy. This Governor Stone would not do, for fear the boss might be ultimately defeated.

He had no right to give Quay a certificate of original appointment when the Legislature had failed to elect.

In spite of his certificate from an unusually arrogant Governor, the door of the Senate is to be slammed in the face of Quay—the most unworthy man who ever sat in a Senatorial chair. He will be sent back to cringe to the Pennsylvania Legislature for a proper election. Before that body he will appear, not as a master this time, but as a whining beggar working the sympathy dodge—a beggar whose only known public service is that he voted against the Force bill.

Will the Legislature of the great Keystone State elect a man to the high office of Senator who has been repudiated by all reputable members of his party?

Will it elect a man who has forced unpopular nominations and platforms upon the people, who has repeatedly instigated the defeat of party candidates for personal gain, and whose name stands for all that is reprehensible and dishonest in politics?

A refusal by the Senate to seat Quay will be a rebuke to Governor Stone. It will be an intimation that the people of Pennsylvania have a right to choose their United States Senators, instead of their being illegally selected by Governors without regard to character, ability or fitness.

A CHANCE TO MIND OUR OWN BUSINESS.

Mr. Bourke Cockran has written to President McKinley suggesting that he should make a proffer of friendly mediation "to delay, if not to prevent, the threatened invasion of the Transvaal."

The Journal respectfully suggests that the best thing President McKinley can do is to mind his own business. We have nothing to do with the Boers or the Transvaal. It is none of our affair. We do not want suggestions from England; she does not need them from us. We should confine ourselves to the control of all America and the Philippines, and whatever other territory we may actually have a right to manage.

GOVERNMENT INVOKED ON YACHT RACES.

Mr. J. Pierpont Morgan has gone to Washington to consult with the Administration as to ways and means for preventing the pleasure flotilla from interfering with the coming international yacht race.

Heretofore the rules of common courtesy have been sufficient to keep the pleasure fleet at a sufficient distance. The entire difficulty during the races in 1895 lay in the fact that Lord Dunraven was what is called in gamblers' verbiage "a hard loser."

He had no more reason for complaint than did Lieutenant Henn, of the Galatea, or Sir Richard Sutton, of the Genesta, in previous races.

Both of these Englishmen were thorough sportsmen of the Sir Thomas Lipton order, and had no complaint to make even to their most intimate friends as to their treatment in the races.

At no time during the races in 1895 was the Valkyrie crowded more than the Defender, and according to every fair-minded member of the New York Yacht Club, neither was